

UNITED STATES COAST GUARD 2010 POSTURE STATEMENT



WITH 2011 BUDGET IN BRIEF

February 2010



Report Documentation Page			Form Approved OMB No. 0704-0188		
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE 01 FEB 2010		2. REPORT TYPE		3. DATES COVERED 00-00-2010 to 00-00-2010	
4. TITLE AND SUBTITLE United States Coast Guard 2010 Posture Statement: With 2011 Budget in Brief			5a. CONTRACT NUMBER		
			5b. GRANT NUMBER		
			5c. PROGRAM ELEMENT NUMBER		
6. AUTHOR(S)			5d. PROJECT NUMBER		
			5e. TASK NUMBER		
			5f. WORK UNIT NUMBER		
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) U.S. Coast Guard, Washington, DC			8. PERFORMING ORGANIZATION REPORT NUMBER		
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)			10. SPONSOR/MONITOR'S ACRONYM(S)		
			11. SPONSOR/MONITOR'S REPORT NUMBER(S)		
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution unlimited					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT Same as Report (SAR)	18. NUMBER OF PAGES 48	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

A photograph of a Coast Guard crewmember in a blue uniform, wearing sunglasses and a headset, running while carrying an injured person in a white stretcher. The background is blurred, suggesting motion.

POSTURE STATEMENT COAST GUARD PRIORITIES

The President's Budget will allow the Coast Guard to:

- Recapitalize cutters, boats, aircraft, and infrastructure
- Deliver value to the Nation
- Support and develop a competent, capable, diverse, and healthy workforce
- Modernize business practices

Front Cover photo credits: Haiti Rescue Mission: PA2 Etta Smith;
National Security Cutter Waesche christening: Coast Guard Photo;
Boat crewmember by YN3 Wesley Heuston; and HC-144A aircraft
by Dave Silva

Photo credit this page: IT2 Jose Estrada, crewmember of the CGC
Tahoma, rushes an injured Haitian girl to an awaiting Coast Guard
HH-60 Jayhawk helicopter Jan. 19, 2010. Photo by PA3 Brandyn
Hill



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001



I am pleased to present the United States Coast Guard's Fiscal Year (FY) 2011 Posture Statement. Since 1790, the Coast Guard has fulfilled Alexander Hamilton's vision of safeguarding our Nation's maritime safety and security, natural resources, and economic vitality. As a military service, Department of Homeland Security component, National Intelligence Community member, and the Nation's lead representative at the International Maritime Organization (IMO), we leverage public and private partnerships and exercise a broad and complementary mission set to save lives, respond to threats, and mitigate risks throughout the maritime domain. Our military, multi-mission nature is our greatest value to the American public and the global maritime community.

Our unique contributions were clearly evident in the aftermath of the earthquake that devastated Haiti. As our Nation's maritime first responder, we immediately reallocated resources and a Coast Guard cutter arrived in Port Au Prince harbor the next morning while our aircraft began evacuating the most severely injured people. Shortly afterwards, the Seventh Coast Guard District Commander was leading the Homeland Security Task Force – Southeast in Miami, a key coordination point for the Department's collective response efforts. Our ability to quickly flow forces, deploy skilled professionals, establish command and control networks, and interact throughout the interagency planning process make us a highly effective instrument of national power.

The Coast Guard pursued other "whole of government" solutions over the past year to safeguard America's maritime interests wherever they were at stake. We worked with our partners to respond to natural disasters around the country; conducted icebreaking operations to facilitate billions of dollars in commerce; operated with our federal partners to interdict thousands of pounds of cocaine; participated in the President's Ocean Policy Task Force; promoted a safe Marine Transportation System; and supported U.S. Combatant Commanders in anti-piracy efforts, as well as Operations Iraqi Freedom and Enduring Freedom. We also saved over 4,000 lives last year.

The demand for our services continues to outpace our capacity to provide them, placing even more importance on effective risk management. That capacity, especially the major operational units needed in Haiti, continues to show signs of age. Accordingly, recapitalizing the fleet is our top priority. This investment in our future, through improved and proven acquisition practices, is absolutely necessary to ensure the readiness of our fleet which has proven so vital to our Nation's maritime safety, security and environmental protection. We will meet our operational priorities by leveraging all available resources, authorities, and partnerships in order to sustain superior service delivery to the maritime public. Enhancing workforce competencies and modernizing our business practices will also help mitigate risk and sustain mission performance in any fiscal climate.

Today, people are coming to understand the relevance, value, and indispensability of a maritime presence capable of insuring national sovereignty. Like America, other coastal nations are also concerned with the depletion of living marine resources, the safe development of offshore oil and gas industries, illegal migration, drug trafficking, and the use of the global commons for piracy, terrorism, or other criminal activities. We will continue to thrive in the future because we can adapt and respond to emerging risks. The FY 2011 budget will help us do that.

The Coast Guard and our Nation are experiencing significant change. What hasn't changed over the past 219 years is the commitment of our people. Our men and women need the right resources to execute their duties and the support systems to sustain our operations; they are America's Guardians and they deserve nothing less. The American people and our international partners should be confident that the U.S. Coast Guard is here to protect and ready to rescue at a moment's notice...now and into the future.

Please visit our website, www.uscg.mil/comdt, to learn more about the Coast Guard, our 2009 performance record, and my commitment to recapitalize and modernize our Service so future Guardians can meet the maritime challenges of the 21st century.

A handwritten signature in blue ink, reading "Thad W. Allen".

THAD W. ALLEN
Admiral, U.S. Coast Guard

2009 HIGHLIGHTS



Flood rescues: A Coast Guard helicopter lowers a rescue swimmer into the Red River flood waters in North Dakota during a search and rescue March 26, 2009. The Coast Guard saved more than 100 residents in the flooded areas around Fargo and Grand Forks, N.D. Coast Guard photo



Cutter Waesche accepted: The Coast Guard preliminarily accepted the second National Security Cutter, CGC Waesche, on Nov. 6, 2009. The National Security Cutter is designed to be the flagship of the Coast Guard's modernized fleet. Coast Guard photo



Operations Iraqi and Enduring Freedom: U.S. Coast Guardsmen and U.S. Navy sailors work together as a combined task group to conduct port security operations in Kuwait. The Coast Guard has 600 personnel deployed to support Overseas Contingency Operations including Operations Iraqi Freedom and Enduring Freedom. U.S. Navy photo



Miracle on the Hudson: The Coast Guard is one of the first on scene when US Airways Flight 1549 made an emergency landing on the Hudson River in New York on Jan. 15, 2009. In this photo, a Guardian stands on the wing of the plane as part of a response boat crew assisting with the rescue of passengers. Photo courtesy of Lincoln Karim



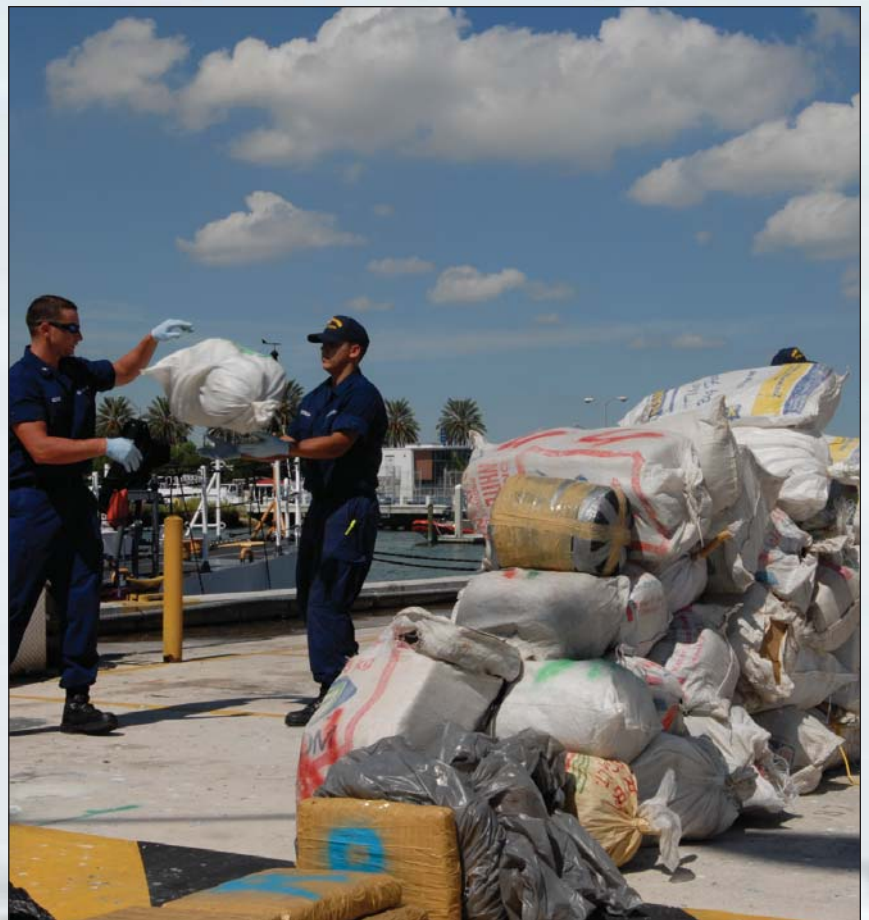
First prosecutions: In 2009, the United States prosecuted the first defendants under the Drug Trafficking Vessel Interdiction Act of 2008. This law makes it a felony offense to operate a stateless submarine-like vessel (self-propelled semi-submersible vessel) in international waters with the intent to evade detection. In 2009, the Coast Guard interdicted 11 such vessels, all traveling from Colombia. Coast Guard photo



Tsunami aid: A Guardian guides a crane worker to debris in Pago Pago, American Samoa, Oct. 2, 2009. Coast Guard units and personnel as well as other federal partners responded with aid and relief support after the Sept. 29, 2009, earthquake and tsunami. U.S. Air Force photo



Combating piracy: Members of a visit, board, search, and seizure (VBSS) team from the guided-missile cruiser USS Gettysburg (CG 64) and U.S. Coast Guard Tactical Law Enforcement Team South Detachment 409 capture suspected pirates. U.S. Navy photo



Drug interdiction: Guardians offload about 2,500 pounds of marijuana with an estimated street value of \$1.6 million at Coast Guard Base Support Unit Miami. CGC Venturous crewmembers seized the drugs along with four suspected smugglers in the Caribbean Sea Oct. 1, 2009. Photo by PA3 Nick Ameen



Photo by AETC Richard Ray

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Photo by Lt. j.g. Todd Vorenkamp



U.S. Navy photo



Photo by PA3 Patrick Kelley



Photo by BM1 Clare Linder

Coast Guard Missions

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COAST GUARD MISSIONS

The U.S. Coast Guard is one of the five Armed Forces of the United States and the only military organization within the Department of Homeland Security. The Coast Guard protects against hazards to people, maritime commerce, and the environment, defends our maritime borders, and saves those in peril. It responds quickly to disasters to restore the Nation's waterways. It promotes resiliency of the Marine Transportation System. When called upon, it defends the nation at home and abroad alongside the other Armed Forces. In the heartland, in the ports, on the seas, and around the globe, the Coast Guard is *Here to Protect, Ready to Rescue*.

The Coast Guard is ...

Military – a military service and one of the five branches of the Armed Forces of the United States

Multi-mission – has 11 statutory missions and many other statutory mandates

Maritime – America's oldest continuous seagoing service

HERE TO PROTECT, READY TO RESCUE

How did the Coast Guard come to have so many missions?

It is America's oldest continuous seagoing service – since 1790

It is the product of five different agencies merged over time:

- Revenue Marine (est. 1790)
- U.S. Lifesaving Service (est. 1848)
- U.S. Lighthouse Service (est. 1789)
- Steamboat Inspection Service (est. 1838)
- Bureau of Navigation (est. 1884)

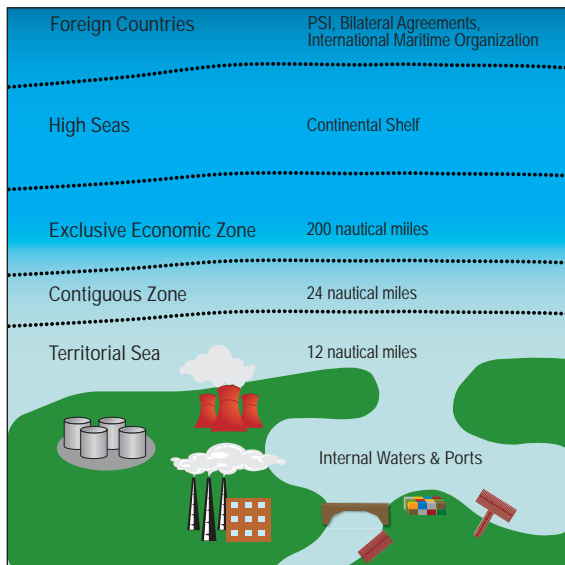
As a result of its long history and demonstrated blend of expertise and capability, the Coast Guard has scores of statutory missions and mandates, most of which are codified in Titles 14 and 46, United States Code, or contained in other titles of the Code, such as Titles 6, 10, and 33.

The U.S. Coast Guard is the principal federal agency responsible for maritime **safety, security, and environmental stewardship** in U.S. ports and inland waterways, along the coasts, on the high seas, and in other regions where our Nation's maritime equities are at stake. As such, the Coast Guard protects our Nation's vital economic and security interests throughout the maritime domain, including

the marine transportation system, our natural and economic resources, and our maritime borders. Coast Guard personnel are trained to address all threats and all hazards, in a manner consistent with the law and in alignment with the Department of Homeland Security's (DHS) goals and objectives.

The Coast Guard delivers value to the public through the execution of its 11 statutory missions. Execution of these complementary missions ensures the maritime domain is safe and secure, and that care is taken to protect the marine environment. The role of the Coast Guard in the maritime domain is *enduring* – with long-standing responsibilities accrued over more than two centuries of service.

With 11 missions, which often overlap, Guardians are able to change focus quickly to answer the most pressing need. For example, ships or aircraft protecting living marine resources can be rapidly redirected to rescue a mariner in distress, pursue drug smugglers, or respond to a pollution incident depending upon the evolving threats. In addition, the Coast Guard's ability to conduct surge operations and leverage partnerships in response to nationally significant threats is critical



The maritime zones as they expand out from land

to disaster recovery and exemplifies the resiliency of the Service and the Department. It is clear that a “whole of government” approach is critical to achieving national objectives. The Coast Guard is a vital player in the wars in Iraq and Afghanistan, and in responding to unpredictable events such as hurricanes, mass migration, terrorism, and H1N1 preparedness.

The Coast Guard provides the primary federal maritime presence to enforce laws, secure the maritime border, conduct response operations, protect the maritime environment, and ensure the resilience of the Marine Transportation System that is vital to the U.S. economy.

It is this multi-mission flexibility, interagency coordination, and DoD interoperability, combined with the dedication of the Coast Guard workforce, that has yielded over 200 years of operational excellence. It must be recognized that the Coast Guard remains a unique and invaluable instrument for national safety, security, and stewardship in the maritime domain. The Coast Guard will continue to deliver this valuable service to the Nation in this century as the last.

Maritime Domain

The United States has always been a maritime nation. Throughout our history, the oceans have served as a form of protection from rivals, source of resources and recreation for our people, and means of trade with our partners. According to the National Oceanic and Atmospheric Administration (NOAA), one in six U.S. jobs is tied to the maritime industry.

Technically, the Maritime Domain encompasses all areas and things on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway. The Maritime Domain includes all maritime-related activities, infrastructure, cargo, and vessels and other means of water transport. Practically, ensuring the safety, security, and environmental stewardship of the Maritime Domain requires protection of 95,000 miles of U.S. coastline and preservation of sustainable fisheries in nearly 3.4 million square miles of our Exclusive Economic Zone – an area larger than the contiguous United States (the lower 48) states.

It is the Coast Guard's goal to protect our Nation from threats to the safety and security and natural resources of the Maritime Domain.

PORTS, WATERWAYS, AND COASTAL SECURITY

- Develop maritime security regimes
- Detect, deter, and disrupt maritime terrorist attacks, sabotage, or subversive acts
- Respond to and recover from attacks that may occur
- Work with port partners and review vessel and facility security plans to ensure responsible security planning in the private sector



Photo by PA3 Erik Swanson

In 2009 ...

The Coast Guard conducted:

- 49,276 armed waterborne patrols near maritime critical infrastructures or key resources
- 18,690 security boardings of small vessels
- 4,000 escorts of high-capacity passenger vessels (such as ferries and cruise ships)
- 1,855 security boardings of high interest vessels (those posing a greater-than-normal risk to the U.S.)
- 1,429 escorts of high-value U.S. naval vessels transiting U.S. waterways
- 660 escorts of vessels carrying dangerous cargoes



Photo by BM1 Jason Kuzmicki

The Coast Guard also began full-time enforcement of Transportation Worker Identification Credential (TWIC) regulations nation-wide on April 15, 2009. Since then, the Coast Guard has inspected more than 48,000 TWICs in port facilities throughout the United States.

Did you know?

The Coast Guard has 14 canine explosive detection teams that support law enforcement and security missions.

DRUG INTERDICTION

(Lead federal agency for maritime drug interdiction on the high seas)

- Reduce the supply of illegal drugs entering the U.S. via maritime routes through interdiction of smugglers and their illicit cargos at sea
- Counter drug trafficking organizations through the use of 35 counterdrug bi-lateral agreements with partner nations

In 2009 ...

The Coast Guard removed 160.1 metric tons of cocaine valued at over \$4.9 billion and 71,234 pounds of marijuana valued at \$64.6 million.



The Self-Propelled Semi-Submersible vessel is a difficult-to-detect, submarine-like craft used to illegally transport drugs. Coast Guard photo

The Coast Guard seized 58 vessels and detained 322 suspected smugglers.

A Coast Guard Law Enforcement Detachment (LEDET) responded to a Self-Propelled Semi-Submersible (SPSS) threat that ultimately led to the first conviction under the Drug Trafficking Vessel Interdiction Act of 2008. LEDETs performed similar interdictions throughout the year.

The U.S. Coast Guard/Sierra Leone Agreement Concerning Cooperation to Suppress Illicit Transnational Maritime Activity, signed June 26, 2009, marks the first permanent, full-fledged bilateral maritime law enforcement agreement with a partner nation in Africa. The agreement was finalized with the concurrence of the Department of State.

AIDS TO NAVIGATION

- Provide visual and electronic navigational aids, navigation information, and vessel

Did you know?

With more than 51,000 fixed and floating federal aids to navigation (mostly buoys), the Coast Guard maintains the largest such system in the world. That's more than one aid for every military member in the Coast Guard.

traffic management services for U.S. navigable waterways

- Ensure that bridges and causeways allow for the safe passage of waterborne commerce and other marine traffic



Photo by Ensign Shea Winterberger

In 2009 ...

The Coast Guard facilitated the safe and efficient movement of vessels on the Nation's 25,000 miles of waterways, 12,000 miles of inland waterways, and 95,000 miles of coastline comprising the U. S. Marine Transportation System, a critical enabler of commerce.

The Coast Guard facilitated safe passage of nearly 1.3 million commercial vessel transits in 12 of the Nation's most congested ports.

The Coast Guard initiated contracts to rebuild bridges obstructing navigation in Texas, Alabama, Iowa, and Illinois through funding appropriated via the American Recovery and Reinvestment Act of 2009.



Guardians aboard CGC Osage prepare to replace the buoy's hull in the Ohio River. This 65' inland river tender, homeported in Sewickley, Pa., maintains approximately 800 aids to navigation along the Allegheny, Monongahela, Ohio, Kanawha and Big Sandy rivers. The crew's area of responsibility covers more than 600 miles of river and is critical to the Nation's river system commerce. Photo by PA2 Thomas Blue

SEARCH AND RESCUE (SAR)

- Provide immediate response to save lives and property in peril
- Minimize loss of life, injury, and property damage
- Coordinate SAR efforts of afloat and airborne Coast Guard assets with those of other federal, state, and local responders
- Coordinate response efforts on waterways after accidents or disasters, exercising our Captain of the Port authorities and responsibilities
- Partner with the world's merchant fleet to rescue mariners in distress around the globe through the Automated Mutual-assistance Vessel Rescue (AMVER) system



Photo by FM Rebekah Runner

In 2009 ...

The Coast Guard responded 23,555 times to people and vessels in distress resulting in 4,747 lives saved and nearly \$95 million in property preserved.

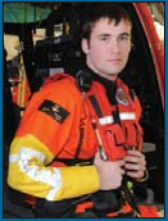
The Coast Guard enhanced its ability to detect and locate persons in distress with continued installation of Rescue 21, which now covers 22 major coastal areas encompassing over 34,900 miles of the Nation's coastline. In FY 2009 Rescue 21 was installed in six major coastal areas (e.g., Coast Guard Sectors) and 75 Command Center watchstander positions were added to support the monitoring and operation of Rescue 21 and other Command Center functions.



In Haiti, two Guardians from Air Station Clearwater, Fla., carry an injured woman onto the loading ramp of an HC-130 aircraft Jan. 14, 2010, before departing for the Dominican Republic. Photo by PA1 Mariana O'Leary

Guardians worked with countries such

Coast Guard Hero



Petty Officer 3rd Class Caleb S. Flippin (AST3)

Petty Officer 3rd Class Caleb S. Flippin, an aviation survival technician (AST) with Coast Guard Air Station New Orleans, has participated in several life saving missions along the Gulf Coast. Of particular note AST3 Flippin recently assisted a seriously injured mariner. Without hesitation, AST3 Flippin deployed to a small boat from the MH-65C Dolphin rescue helicopter, located the mariner and carried him to the top level of the vessel. He placed the mariner in a Stokes litter to be lifted into the helicopter. For this and other heroic rescues, AST3 Flippin has received several medals including the Coast Guard Air Medal.

as Mexico and Malta to provide them access to our state-of-the-art search planning tool (SAROPS), to perform SAR within their own waters.

LIVING MARINE RESOURCES (fisheries law enforcement)

(Lead federal agency for at-sea enforcement of the Nation's fisheries and marine protected species laws and regulations)

- Project federal law enforcement presence over the entire U.S. Exclusive Economic Zone, covering nearly 3.4 million square miles of ocean
- Ensure compliance with fisheries and marine protected species regulations on domestic vessels
- Prevent over-fishing, reduce mortality of protected species, and protect marine habitats by enforcing domestic fishing laws and regulations



CGC Naushon pulls into Craig, Alaska, to conduct a number of inspections and boardings of the local fishing fleet. Photo by Lt. Brook Sherman

In 2009 ...
The Coast Guard conducted more than 5,400 fishery boardings. Coast Guard enforcement of regulations yielded an at-sea compliance rate of 96.7 percent.

operating in U.S. Port State Controlled waters to enforce safe, secure, and environmentally sound operations in U.S. waters

- Issue licenses and documents to qualified mariners, and promote competency through a combination of training courses, requisite experience, and examinations
- Conduct inspections of U.S. and foreign vessels, marine facilities, and review plans for vessel construction, alteration, equipment, and salvage
- Develop and monitor vessel construction and performance



A Coast Guard Auxiliary inspection team member climbs the rigging of a commercial fishing vessel to perform a safety inspection. Trained Auxiliarists volunteer countless hours to help with Coast Guard missions. Photo by William Giers

MARINE SAFETY

(Primary agency responsible for developing and enforcing federal marine safety, security and environmental protection regulations)

- Enforce safe and environmentally sound operation of U.S. flagged vessels throughout the world
- Assert authority over foreign vessels

Did you know?

The Coast Guard is responsible for protecting stressed fish stocks in the world's largest Exclusive Economic Zone, 3.4 million square miles – an area larger than the contiguous United States (the lower 48 states). This vital service protects U.S. waters from being over-fished, protects endangered marine animals and plants, and prevents foreign poaching out to 200 miles offshore.

- standards to enhance boating safety
- Conduct investigations and casualty analysis to develop new standards to prevent future accidents
- Act as the primary U.S. representative to the International Maritime Organization, a body of international conventions that for over 50 years has supported the governance of every facet of shipping including safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping



A Coast Guard 41' boat from Station New London, Conn., with a boarding team aboard prepares to come alongside an inbound Liberian-flagged tank ship. Photo by Auxiliarist Charles Stevens

The number of Merchant Mariner Credentials

(MMC) issued by the Coast Guard increased by 135 percent, and the time to process

an application was reduced by 49 percent. The process for issuing MMCs was centralized in West Virginia. Under previous regulations, the Coast Guard issued up to four mariner credentials, now consolidated into one MMC.

As a result of the National Recreational Boating Safety Program administered by the Coast Guard, state law enforcement conducted over 1,676,700 recreational vessel boardings, issued over 125,000 citations and nearly 300,000 warnings, responded to over 10,000 search and rescue cases, and assisted over 43,600 persons and 18,600 vessels.

The Coast Guard Auxiliary and the U.S. Power Squadrons completed over 130,000 vessel safety checks.

The Coast Guard established seven National Centers of Expertise to provide technical support

and standardization to enhance safety and security within specific aspects of the maritime industry such as cruise ships, suspension and revocation of merchant mariner credentials, vintage vessels, towing vessels, liquefied gas vessels, and investigations expertise. The first two centers are fully operational and the other five will be fully staffed by mid-2010.

Did you know?

The Coast Guard provides specialized counter piracy efforts in foreign waters.

In 2009 ...

The Coast Guard issued nearly 1,700 Certificates of Inspection to U.S. commercial vessels.

Coast Guard Hero



Auxiliarist Patricia C. Swope

Coast Guard Auxiliarist Patricia C. Swope has displayed perseverance and dedication to serve the greater good of others for nearly 30 years earning her the nickname of "AUXMom." Ms. Swope has volunteered more than 14,800 hours of service (equal to more than seven years of full-time work), providing administrative support to 1,800 Auxiliarists who support the Coast Guard in her region. Ms. Swope has also logged many hours as a communications watchstander for Coast Guard Station Los Angeles and has served as a qualification examiner for the Auxiliary Boat Crew Qualification Program and as a team coordination training instructor not only for the Auxiliary but also for many Coast Guard active duty units. Ms. Swope has served in several elected offices including flotilla commander, division captain, and rear commodore. She currently serves as chair of the District Training Conference Committee and as president of the Past Captains Association. With an ever-present smile, Ms. Swope has been an outstanding mentor to the entire Auxiliary chain of leadership from new enrollees to District Commodores and Directors of Auxiliary.

DEFENSE READINESS

- Support U.S. Combatant Commanders, including:
 - Deploying law enforcement teams aboard U.S. Navy ships to stem the flow of illegal drugs
 - Train Iraqi maritime security forces and secure Iraqi ports and off-shore oil platforms
 - Train foreign nations in maritime law enforcement, security, and search and rescue
 - Conduct alert, intercept, communication, surveillance, and escort activities for National Air Defense
- Provide capabilities and resources in support of naval warfare mission areas
- Function as a service under the Navy in time of war or when directed by the President



CGC Legare and its over-the-horizon smallboat, under the direction of Commander, U.S. Naval Forces Europe-Africa, work with the Moroccan Royal Navy to share boarding tactics and law enforcement procedures. Photo by PA2 Thomas Blue

Did you know?

When a Coast Guard law enforcement detachment embarks on a Naval ship to conduct boardings, the Naval ship temporarily shifts tactical control to the Coast Guard to provide enforcement actions (under Title 14 U.S. Code).

Coast Guard personnel conducted in-theater cargo container inspections on war materials returning from Operations Iraqi Freedom and Enduring Freedom.

Over 100 Coast Guard mobile training teams delivered maritime training and capacity-building assistance to more than 60 nations worldwide.

Two Coast Guard ships completed out-of-hemisphere deployments in support of DoD: USCGC Boutwell in the U.S. Pacific, Central, European, and African Command theaters of operations and USCGC Legare in the U.S. African Command theater of operations.

MIGRANT INTERDICTION

(Lead agency for maritime migrant interdiction)

- Reinforce the Nation's border security by providing a layered defense to deter, detect, and interdict undocumented migrants attempting to enter the United States illegally
- Preserve safety of life at sea and respect the human rights of migrants while aboard Coast Guard assets

In 2009 ...

The Coast Guard continued deployment of six patrol boats, two law enforcement detachments, and over 6,400 personnel in the Arabian Gulf.

Coast Guard Hero



Petty Officer 2nd Class Paul H. Newnam (FS2)

Food is one of the biggest factors contributing to the morale of the crew on a ship, and Food Service Specialist (FS) Petty Officer Newnam has kept morale soaring onboard CGC Adak. His enthusiasm, love for cooking, and concern for his shipmates are evident in the presentation of the delicious meals he provides to the 22 crew forward deployed in the Northern Arabian Gulf. Even after completing a high-risk boarding or assisting in the launching of the small boat, FS2 Newnam always has a smile on his face while serving a delectable meal from a variety of world regions while being mindful of special diets and allergies. He personally delivers breakfast to-order up to the bridge watch standers every morning CGC Adak is underway. FS2 Newnam's positive attitude is contagious to all onboard and has truly improved the Arabian Gulf experience of each crewmember.

In 2009 ...

The Coast Guard interdicted nearly 3,700 undocumented migrants attempting to illegally enter the United States. The Coast Guard used a biometrics-at-sea system to

Did you know?

The Coast Guard is successfully using at-sea biometrics to identify and prosecute repeat offenders, felons, and persons on watch lists attempting to illegally enter the United States.



Photo by OS1 Thomas Doyle

identify felons and repeat offenders attempting to enter the country illegally. The Coast Guard collected data from 2,749 individuals – 711 were found to have criminal records – resulting in the prosecution of 333 individuals by the U.S. Attorney's Office.

MARINE ENVIRONMENTAL PROTECTION

- Stop unauthorized ocean dumping and regulate the discharge of oil, hazardous substances, and other shipboard wastes into U.S. and international waterways
- Protect marine mammals
- Regulate the introduction of invasive species into waterways
- Respond to oil and



A Guardian waits to receive a sample of ballast water from a commercial vessel's crewmember. The Coast Guard inspects all vessels' ballast water before they enter the Great Lakes to prevent invasive species from inhabiting the ecosystem. Photo by PA3 William Mitchell

Did you know?

In 2009, the Coast Guard worked with NOAA and the U.S. Army Corps of Engineers to remove 32 tons of derelict fishing nets and other harmful trash from the coral reefs in the Papahānaumokuākea Marine National Monument near Hawaii.

- hazardous substance accidents and reduce their impact on the marine environment
- Develop environmental regulations and standards for domestic vessels and marine facilities

In 2009 ...

The Coast Guard performed more than 17,300 inspections of facilities to ensure compliance with safety, security, and environmental protection regulations.

The Coast Guard investigated and responded to approximately 3,600 pollution incidents.

ICE OPERATIONS

- Keep critical Great Lakes and northeastern U.S. waterways open for commercial traffic, assist vessels transiting in ice-filled waterways, free vessels stuck in ice, and break ice dams to prevent ice related flooding
- Provide the means in ice-laden waters to allow scientific research
- Broadcast information on iceberg locations to vessels transiting the North Atlantic between North America and Europe



The Canadian Coast Guard Ship Louis S. St-Laurent and the CGC Healy work on a multi-year, multi-agency Arctic survey that will help define the Arctic continental shelf. Photo by PA3 Patrick Kelley

In 2009 ...

Coast Guard icebreakers facilitated the shipment of vital heating oil and prevented flooding by

Did you know?

The Coast Guard's International Ice Patrol, created after the aftermath of the Titanic sinking, locates and tracks icebergs to prevent further vessel collisions with icebergs. No ship-iceberg collisions have been reported since the International Ice Patrol has been in existence.

Did you know?

With the help of Coast Guard domestic icebreaking in the winter, a single barge can deliver as much heating oil to the northeast as 125 tanker trucks.

breaking ice in Maine's Kennebec and Penobscot Rivers and New York's Hudson River.



Photo by IT1 Bryan Goff

The International Ice Patrol tracked more than 1,200 icebergs that drifted into the transatlantic shipping lanes, fulfilling its mission to prevent ship collisions with icebergs.

The Coast Guard icebreaker Healy performed seafloor mapping and data collection missions in the Arctic. These operations will help the United States define the limits of its outer continental shelf.

OTHER LAW ENFORCEMENT (OLE)

- Enforce foreign fishing vessel laws
- Patrol the U.S. Exclusive Economic Zone boundary areas to reduce the threat of foreign poaching of U.S. fish stocks
- Monitor compliance with international living marine resource regimes and international agreements
- Deter and enforce efforts to eliminate fishing using large drift-nets, a



A People's Republic of China Fisheries Law Enforcement Command (FLEC) officer, in cooperation with the U.S. Coast Guard, seized a Chinese fishing vessel suspected of illegal large-scale high-seas drift net fishing 460 miles east of Hokkaido, Japan. Coast Guard photo

method of high seas fishing considered to be one of the main obstacles to sustainable world fisheries and healthy ocean ecosystems

In 2009 ...

The Coast Guard detected 112 illegal incursions by foreign fishing vessels into the U.S. Exclusive Economic Zone.

The Coast Guard boarded 57 foreign vessels to ensure compliance with fishing regulations.

The preceding section offered select performance highlights from 2009. The U.S. Coast Guard FY 2009 Performance Report offers a summary of performance results for all missions. It also highlights the many extraordinary accomplishments Coast Guard men and women have achieved over the past year, to review these accomplishments visit www.uscg.mil/posturestatment.

Coast Guard Hero



Petty Officer 3rd Class Jimmy L. Rodriguez

Petty Officer 3rd Class Jimmy Rodriguez, a Coast Guard Reservist and winner of the 2009 League Of United Latin American Citizens Excellence In Military Service Award, provided significant contributions to the Naval training team in Umm Qsar, Iraq while deployed in support of Operation Iraqi Freedom. He conducted more than 45 vessel inspections, safeguarding high interest targets which serve as the backbone of the Iraqi economy. He also trained more than 30 Iraqi marines in comprehensive procedures and processes associated with maritime boardings and tactical law enforcement duties. His efforts greatly contributed to the transitional road map strategy for coalition forces in the region. Port Security Specialist Rodriguez also distinguished himself as a humanitarian, skillfully organizing a two-day community service event for joint forces during a port call in Kingston, Jamaica. This multi-national force team repaired the failing roof at a non-profit school, improving quality of life for island residents.



Guardians aboard the CGC Escanaba hold on to nets on the flight deck when the ship rolls in 15-foot seas Dec. 17, 2009. The cutter was able to safely tow a disabled Gloucester, Mass., lobster boat for 261 miles over two and a half days while trying to stay ahead of an approaching powerful winter storm. Coast Guard photo

WORKING WITH



Combined Service Escort: A Coast Guard Marine Safety and Security Team and New York City Police Department marine and air units escort the Navy vessel USS New York as the ship sails into New York Harbor Nov. 2, 2009. The Coast Guard conducts safety and security escorts regularly with its port partners throughout the Port of New York/New Jersey. Photo by PA3 Barbara Patton



Joint Partners: A Coast Guard HH-60 helicopter brings injured Haitians from a landing zone at the Haitian Coast Guard base to the USNS Comfort for medical treatment Jan. 20, 2010. Photo by PA1 Robert Nash



International partner: A Coast Guardsman aboard the CGC Legare demonstrates proper handcuffing procedures during a joint training exercise with members of the Moroccan Royal Navy while underway in the Atlantic Ocean July 18, 2009. Photo by PA2 Thomas Blue



Royal visit: Britain's Prince Harry talks with a Coast Guard Academy cadet while aboard a 45-foot medium response boat in New York May 30, 2009. During Prince Harry's first official visit to the United States, he toured New York Harbor with the Coast Guard on the way to Governor's Island. Photo by PA3 Annie Berlin

OUR PARTNERS



Fueling from Dutch Navy: The CGC Spencer is fueled at sea in the eastern Caribbean by a Dutch Navy ship during a summer 2009 international exercise. Coast Guard photo



First responder partners: A rescue basket is lowered from a Coast Guard rescue helicopter onto a small boat from the Jefferson Parish Sheriff's Department during a joint agency hoist training exercise Oct. 14, 2009, on Lake Pontchartrain near New Orleans. During the exercise, the Coast Guard tested new first responder radios that allow the Coast Guard to communicate with local and state law enforcement agencies to improve joint agency responses. Photo by PA2 Thomas Blue



DHS partner: The CGC Diamondback receives agents from a Customs and Border Protection (CBP) helicopter during a training exercise Sept. 15, 2009. The CBP aircraft flies near the top of the mast as it prepares for a line drop, and the Diamondback moves steadily ahead in the port of Miami. Photo by SN Gary Gonzalez



Wildlife conservation study: Two Coast Guard auxiliaries take water samples from the Crystal River for research being done by the Florida Fish and Wildlife Conservation Commission to monitor red tides in Florida gulf waters. Photo by Auxiliaries Morris Harvey



Photo by Lt. j.g. Charlie Kelly



Photo by Lt. Cmdr. C.T. O'Neil



Photo by Auxiliarist Sal Ciappetta



Photo by SN Tianna Klineburger

Strategic Priorities

Section II

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RECAPITALIZATION OF AGING ASSETS AND INFRASTRUCTURE

The FY 2011 President's Budget provides funding to continue replacement or refurbishment of increasingly outdated and unreliable assets:

- Cutters
- Aircraft
- Boats
- Command, Control, Communications, Computers, Intelligence Surveillance and Reconnaissance (C4ISR)
- Infrastructure

This is the Service's top budget priority.

The recapitalization is crucial to preserving future surface, air, and shore asset capability and remains a critical investment for the Nation. The assets built today will allow the Coast Guard to continue securing the maritime borders, rescuing

those in peril, defending the Nation, preserving our economic resources and vitality, and protecting the environment for decades to come.

Did you know?

The average age of a ship in the Coast Guard's 378-foot fleet is 42 years.

Air and Surface Fleets

Preserving the Coast Guard's maritime capability through recapitalizing air and surface assets is a strategic imperative for DHS and the Coast Guard. Some of the most important new assets under production are National Security Cutters (NSC), HC-144A Maritime Patrol Aircraft (MPA), Fast Response Cutters (FRC), and Response Boats-Medium (RB-M).



The NSC replaces the 378' Hamilton-class High Endurance Cutter. Left photo by PA3 Wes Shinn; Right photo by Steven Blount



The FRC replaces the 110' Island-class patrol boat. Left photo by Auxiliarist Carolyn Fay; Right is a Coast Guard photo



HC-144A Ocean Sentry Medium Range Surveillance aircraft replaces the HU-25 Falcon jet. Left photo by PA2 Thomas Blue; Right photo by PAC Sarah Foster

The timely replacement of aging 378-foot High Endurance Cutters (HECs) through the 418-foot National Security Cutter (NSC) program is the Coast Guard's top recapitalization priority.

Specifically, FY 2011 recapitalization priorities include funding for the production of NSC #5. NSCs will replace HECs, a fleet of 12 vessels that has served the Coast Guard for more than 40 years. Other replacements include the HC-144A MPA for the 26-year-old HU-25 Falcon aircraft, the 150' FRC for the 110' Island Class Patrol Boat, and the 45' RB-M for the 41' Utility Boat. *All of the assets being replaced have reached the end of their service lives.*

The FY 2011 President's Budget provides funding to operate these newly acquired assets and also funds the critical logistics and C4ISR investments needed to support them.

In general, replacement assets such as the NSC, MPA, FRC, and RB-M provide vastly improved capability over the outdated legacy assets they are replacing. Additionally, replacing assets with new, more reliable ships and aircraft reduces

Coast Guard Hero

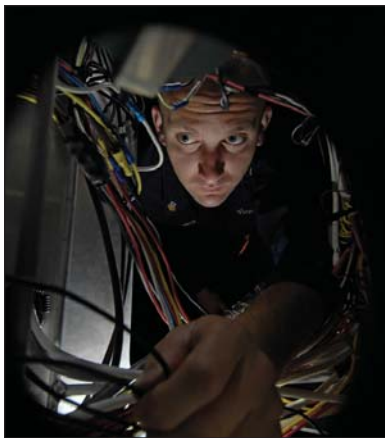


Petty Officer 1st Class Michelle M. Roberts (MK1)

Coast Guard Cutter Monomoy's Petty Officer Michelle "smalls" Roberts is a Machinery Technician (MK) responsible for working on engines and mechanical systems.

With almost 20 years of service, CGC Monomoy's mechanical equipment experiences significant wear and tear as a result of the extremely demanding operational pace in the Middle East. Petty Officer Roberts' hard work, leadership, and great sense of humor have played a major role in keeping these systems operational and crew morale high in order to meet the demands of the Coast Guard's overseas contingency operations. As one of the go-to people for all engineering issues she is extremely knowledgeable about the mechanical, electrical, and hydraulic systems aboard. Resulting from her hard work and leadership, Monomoy was able to complete the most days at sea of the eleven ships assigned to Combined Task Group 55.6 (Patrol Forces South West Asia) in support of Operation Iraqi Freedom in FY 2009. Additionally, MK1 Roberts has been a Boarding Team Member for ten different Visit, Board, Search, and Seizure boardings while conducting maritime security operations around Iraq's off-shore oil platforms in the Northern Arabian Gulf.

unplanned maintenance liabilities, currently experienced with the HECs and HU-25 aircraft.



An Electrician's Mate with Coast Guard Sector Baltimore's engineering department installs a new breaker and inspects the wiring of a 27' utility boat. The boat was brought to the sector for installation of the Scalable Integrated Navigation System package which includes a new radar, depth sounder, heading sensor and GPS. Photo by PA3 Brandyn Hill

CGC Bertholf (NSC#1) is operational and already delivering results. On her maiden patrol, she prosecuted drug traffickers yielding a drug bust of over two tons of marijuana and \$8 million worth of other drugs. Six HC-144A MPAs are currently operational, saving lives and securing the maritime border in the Gulf of Mexico. Three additional HC-144A aircraft will enter service in FY 2011. The

funding to address the Service's most urgent shore infrastructure recapitalization requirements. Most of the Coast Guard's command centers, hangars, piers, and other infrastructure are located in the harsh marine environment, hence require reconstruction or replacement to restore operational capabilities. Continued investment in aging Coast Guard facilities is critical to sustaining operations and mitigating occupational safety risks.

For example, the President's Budget funds rehabilitation of an existing pier face for three Coast Guard buoy tenders homeported in Newport, R.I. The current moorings are in the process of being condemned by the U.S. Navy due to progressive deterioration. The President's Budget also provides new funding for construction, renovation, and improvement of Coast Guard military family housing.

first FRC will begin operations in Miami in FY 2011. The range, endurance, surveillance, and command and control capability of these assets will visibly improve the Coast Guard's capabilities as compared to those assets they are replacing. In the long-term, continued timely replacement of aging assets will significantly increase the Coast Guard's overall performance to the Nation.

Aging Shore Infrastructure, Including Military Housing

The FY 2011 President's Budget also provides

Here to Protect, Ready to Rescue

The Principle of On-Scene Initiative

The nature of our operations demands that Coast Guard men and women be given latitude to act quickly and decisively within the scope of their authority, without waiting for direction from higher levels in the chain of command. Personal initiative has always been crucial to the success of our Service.

Many of our operations are of an emergent, unpredictable nature. History has shown that situations like these are best handled locally. Thus, we push both authority and responsibility to the lowest possible level.

This style of operational command is based upon the trust that senior commanders place in their subordinates' judgment. Decisive action requires unity of effort—getting all parts of a force to work together. Rapid action, on the other hand, requires a large degree of decentralization, giving those closest to the problem the freedom to solve it. To reconcile these seemingly contradictory requirements, we use the tools known as the “commander’s intent” and the “concept of operations.”

The commander’s intent conveys the objective and the desired course of action. The concept of operations details the elements of a plan, i.e., what is to be done, and how the commander plans to do it. A significant change in the situation that requires new action will alter the concept of operations, but the commander’s intent—their overriding objective—usually remains unchanged.

Good decisions are made in unpredictable situations when Coast Guard personnel on the scene of an emergency or a crisis are trained rigorously to act as part of a cohesive, cooperative team. Guardians internalize the expected outcome and understand how unique incidents or situations are normally handled. This shared understanding lies at the heart of effective, decentralized command and control.

The President’s entire request for the Coast Guard acquisition programs is further detailed in the enclosed Budget in Brief (Section III).

DELIVERING VALUE TO THE NATION

In FY 2011, the Coast Guard will continue to perform its 11 statutory missions, allocating resources to the highest order of maritime safety,

security, and environmental protection needs. The FY 2011 President’s Budget leverages efficiencies, decommissionings, and capability reallocations. This will allow the Service to direct resources to its highest priorities which include recapitalizing aging assets and operating new assets delivered through ongoing acquisition programs.

Coast Guard operational commanders are armed with surface and air assets, competent people and timely information. Guardians in the field make choices every day on how to best employ this capability. Commanders assess risks and understand the desired outcomes in order to take the initiative required to deliver value to the Nation. In recent Coast Guard history, there is no finer example than that of the January 2010 response to the earthquake in Haiti.

Did you know?

Due in large part to Coast Guard programs, vessel collisions and groundings have decreased 23 percent over the last decade.

This sequence shows a sample of Coast Guard activities in response to the earthquake in Haiti.



An HC-144A aircraft from Aviation Training Center Mobile, Ala., launched to immediately survey damage. Coast Guard aircraft flew multiple missions to support early operations in Haiti, Jan. 2010. Photo by PA3 Nick Ameen



Coast Guard ships arrive 17.5 hours after the first earthquake shook Haiti. Coast Guard small boats carry medical and humanitarian aid supplies into Port-au-Prince. Coast Guard photo



Guardians are equipped with competencies to perform varied Coast Guard missions. BM3 Jussen, of CGC Oak, serves as a translator for the Univision television network. Photo by PA3 Brandyn Hill

Targeted Operational Enhancements

The FY 2011 President's Budget brings 18 deployable Law Enforcement Detachments (LEDETs) to full capacity in order to mitigate emergent terrorism and border security risks. The Coast Guard will continue to work closely with DoD and international partners to leverage the unique authority presented by LEDETs.



Photo by FN Jeff Sheets



Photo by PA3 Casey Ranel

The President's Budget also annualizes new funding provided by Congress in FY 2010 for counterdrug operations and new watchstanders. It also provides funds to operate and maintain newly acquired assets delivered through Coast Guard recapitalization programs.

These assets include the

NSC, HC-144 aircraft, FRCs, new RB-Ms, and armed helicopters which offer substantially improved capability over the legacy assets they are replacing. Follow-on funds also support new shore assets including the Nationwide Automatic Identification System (NAIS), Rescue 21 and Defense Messaging Systems, and the new Rescue Swimmer Training Facility.



The Coast Guard coordinated closely with the Federal Emergency Management Agency (FEMA). Several critical FEMA communications trucks were flown to the disaster area. The Coast Guard C-130 aircraft can be configured to carry a combination of people, cargo, and mission equipment. Photo by PA3 Rob Simpson

Did you know?

The Coast Guard has specialized forces that can be deployed in response to chemical, biological, radiological, nuclear, and explosive disasters and attacks.

Maritime Domain Awareness

As we strive to be more effective and efficient, and to improve our ability to allocate resources based on risk, it becomes increasingly important to enhance our Maritime Domain Awareness (MDA). MDA is the effective understanding of anything associated with the global maritime domain that could impact the security, safety, economy or environment of the United States. MDA does not eliminate risk or hostile acts, but provides heightened situational awareness and the necessary mechanisms through which partners share information to help identify risks or threats.

Consistent with the Coast Guard's strategic plan, in FY 2011 the Coast Guard will leverage prior year funding to continue to deploy high priority MDA capabilities through the NAIS and Interagency Operations Centers (IOCs) projects. In addition, the FY 2011 President's Budget funds continued enhancements to surface and air C4ISR.

As a full member of the intelligence community since 2001, the Coast Guard continues to build closer ties with national intelligence and local law enforcement agencies to increase MDA. The maritime community is very large and diverse. All



Earthquake refugees stand in line at Port-au-Prince to board a Coast Guard HC-130 aircraft from Air Station Clearwater, Fla., that will take them to Homestead, Fla., Jan. 16, 2010. Approximately 60 people boarded the aircraft, including children and elderly. Photo by PA3 Pamela Manns

Did you know?

The Coast Guard spearheaded the development of forceful procedures to stop narcotics smugglers from entering the country via small, fast-moving boats. These "airborne use of force" procedures include the use of warning shots and disabling fire from aircraft to stop boats from fleeing and evading capture.

maritime members can contribute to and benefit from improved shared awareness. The Coast Guard has been a leader in advocating for and coordinating efforts between national and local entities. These national and local partnerships provide Coast Guard operational commanders with more robust and timely information to make better risk-informed decisions.

Did you know?

The Nation's Marine Transportation System (MTS) is the lifeblood of America's national economy and a key enabler of its national security. Over 90% of the world's trade is carried on the water. In the United States, the MTS carries 78% of all our international trade – including 66% of all crude oil consumed – and generates thousands of jobs. These numbers, while staggering, are expected to increase in the next 15 years.

The Coast Guard's work on the DHS Small Vessel Security Strategy is just one example of this effort. As the USS Cole attack vividly demonstrated, small vessels can pose a large threat. The Small Vessel Security Strategy addresses these concerns in the domestic maritime environment. The goal is a coordinated effort of federal, state, local, and tribal authorities, together with international partners, private industry, and the recreational users of the waterways to improve maritime security and safety through MDA.

Another example is America's Waterway Watch. This nationwide program, similar to the well known and successful Neighborhood Watch program, asks community members to report suspicious activities in and around the Nation's waterways to local law enforcement agencies.

WORKFORCE OPTIMIZATION

In FY 2011, the Coast Guard will sustain previous enhancements to the acquisition, financial management, and marine safety workforce. The Coast Guard will continue to promote a diverse and competent workforce that can adapt to employ new and improved assets to meet evolving mission demands. As we implement consolidation initiatives and decommission legacy assets over the next several years, the Coast Guard will leverage our pool of personnel with diverse operational experience and highly specialized skills to operate and maintain new cutters, aircraft, and small boats, and staff a modernized support structure. In order to manage the size of the workforce, recruiting efforts, training, and policy will adapt to changing demands.



Photo by PA1 NyxoLynno Cangemi

Military Housing

As a branch of the Armed Forces, the Coast Guard military workforce support initiatives must mirror those authorized by the National Defense Authorization Act (NDAA). Included in the NDAA is the support of military families through child care, housing, and health care benefits. As a sister military service and fellow armed force, the Coast Guard must maintain parity with DoD.

One area that needs improvement is military housing. The Coast Guard currently owns 4,020 military housing units. The purpose of owning these units is to provide housing to our military service members and their families stationed in geographic locations where market conditions do not provide an affordable, suitable house. The average age of the Coast Guard's housing portfolio is over 40 years. Many of the Coast Guard's housing assets require recapitalization due to safety and habitability issues. Furthermore, due to changing conditions and operating needs, the Coast Guard's housing footprint in some locations is inadequate. In FY 2011, the Budget provides funds for family military housing projects.

Coast Guard Hero



Mr. Esteban Morales

Esteban Morales, a GS-13 Civilian Recruiter, began his civilian Coast Guard career in December 2003 working at Coast Guard Headquarters in Personnel Management. He was accepted to the United States Department of Agriculture Executive Potential Program (EPP) in January of 2009. After completing an assignment at the Department of Homeland Security, he began work at The White House for Vice President Biden taking on roles in areas such as intergovernmental affairs, domestic and economic policy, and correspondence and communications. Mr. Morales was the first civilian Coast Guard member to participate in this type of assignment. Due to his significant contributions, exposure to the value of the EPP continues to grow at the highest levels in government.

has opportunity to prosper. In 2009, the Coast Guard launched its Diversity Strategic Plan. This plan builds upon the significant progress we have achieved to date and provides direction for our collective efforts to make the Coast Guard a leader in diversity development and a model for the Nation.

Diversity

The Coast Guard is committed to building and sustaining an organizational climate in which people of diverse backgrounds, cultures, races, religions, and ethnicities are fully included, valued, and respected. As an organization, we provide premiere service in ensuring the safety and security of our maritime public and the protection of our precious environment. To ensure that we continue this level of excellence and thus maintain our hard-earned credibility, it is imperative that our workforce be reflective of the society that we serve.

Through strong efforts and a commitment to the workforce, the Coast Guard will continue to foster an environment in which every individual

The goals of the Diversity Strategic Plan are to:

- Assure a diverse workforce through an all-hands commitment with leadership accountability
- Fully utilize communication and focus groups to improve the workforce
- Expand outreach to achieve access opportunity for underrepresented populations
- Ensure equitable hiring and career opportunities



Photo by PAC Sarah B. Foster



Coast Guard military housing (left) as compared to DoD housing (right): Because the Coast Guard is a military service and an armed force, benefits outlined in the National Defense Authorization Act apply to the Coast Guard's military workforce. In FY 2011, the Budget funds incremental improvement in this area.

- Optimize training and education to underscore the value of workforce diversity

Outreach and recruiting have been a major focus to improve diversity. In an effort to advance these diversity initiatives and promote awareness of military and civilian career opportunities, the Coast Guard is increasing exposure through targeted outreach efforts. Examples of these efforts include:

- Establishment of relationships with minority serving institutions
- Engagement with Alaskan Native Tribal Councils
- Sustainment of existing scholarship programs

One area that has provided sustained positive results is the College Student Pre-Commissioning Initiative (CSPI) Scholarship program. This program has up to 60 participants at any given time and funds two years of college tuition, military pay, and benefits, with attendance to Officer Candidate School upon graduation. Nearly 50 percent of the current CSPI students are minority and 38 percent are women.

Diversity is not a program or a policy, but a state of being, and it is an enabler of readiness and mission execution. The Coast Guard will continuously promote and foster diversity, and thus strengthen our ability to meet mission demands and expectations of the public.

The Coast Guard's Active Duty, Reserve, Auxiliary, and Civilian



Photo by BM2 Jeff Quinn

workforce remains strong, capable, and well trained. Today, more than ever, Coast Guard men and women possess highly specialized skills to operate and maintain state of the art technology as well as sustain aging assets.

The demands of the Coast Guard service require personal sacrifice, courage, and devotion to duty. In order to maintain this pool of talented men and women, and keep pace with the needs of the organization, recruiting programs will continue to seek the best, brightest, and most diverse workforce.



Photo by Angela Daniel

MODERNIZATION OF BUSINESS PRACTICES

Coast Guard Modernization is the centerpiece of an overarching strategy to transform our legacy command and control structures, support systems, and business processes into an adaptive, change-centric, learning organization. This transition from a geographically based structure to a functionally aligned organization enables the Coast Guard to optimize sustained mission execution and support, and increase alignment within DHS and with our fellow Armed Forces.

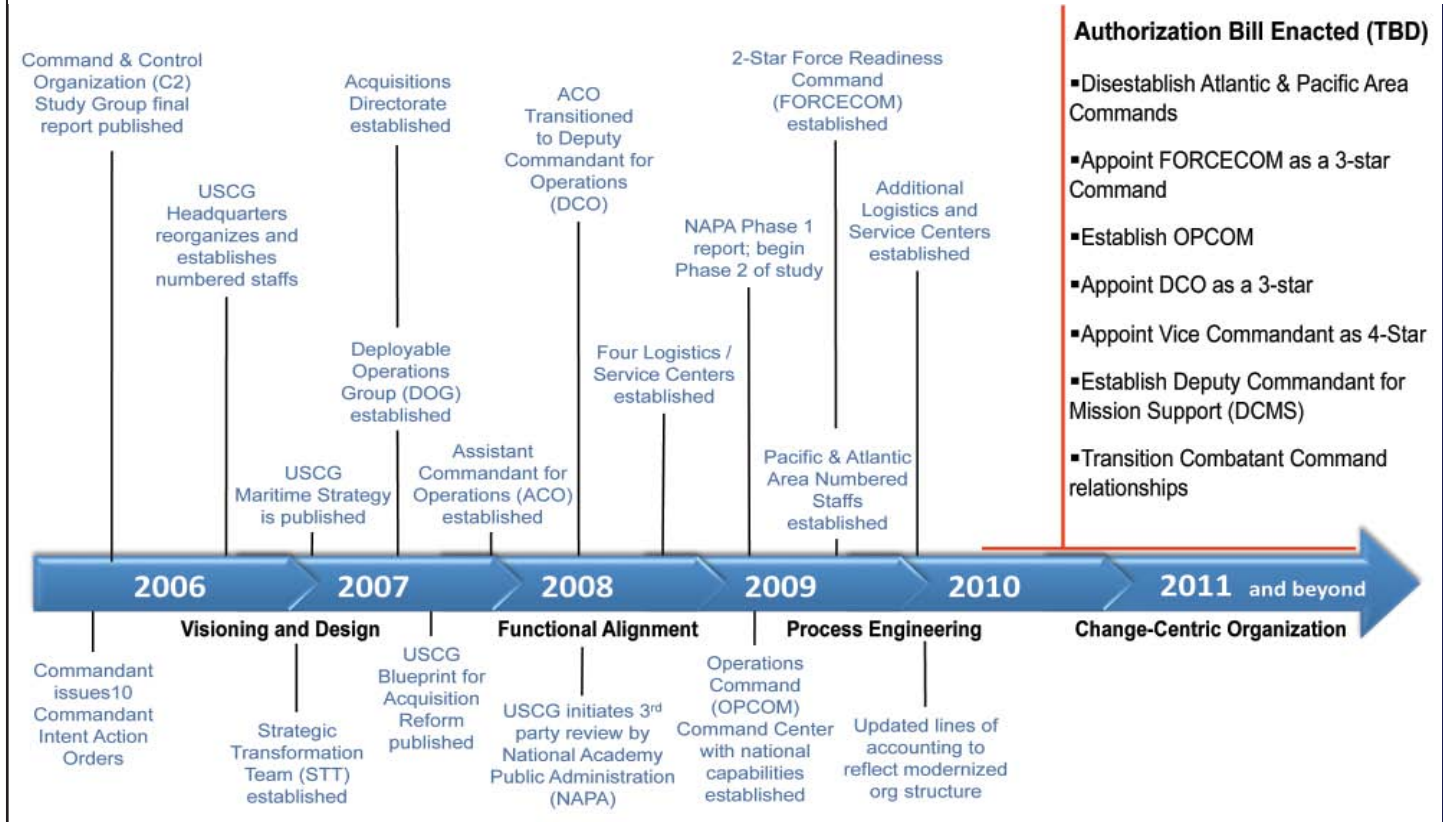
Coast Guard Hero



Petty Officer 1st Class Michael C. Curran (MST1)

Petty Officer 1st Class Michael Curran, a marine science technician (MST), currently serves as an investigating officer at Marine Safety Unit Galveston. With over six years experience in marine safety, MST1 Curran has expertly served in leadership positions on multiple high-profile marine casualty investigations conducted in the largest petrochemical complex in the United States. Recently, MST1 Curran prepared the Coast Guard's case for a complex mariner's license suspension and revocation hearing, and then served as an expert witness, providing technical expertise critical to ensure a fair and comprehensive proceeding. He also conducted eight marine casualty investigations that included responding to three vessel collisions and a vessel fire.

Modernization Milestones



During the Second Session of the 111th Congress, the Coast Guard will continue to seek legislation to complete its strategic modernization effort—the cornerstone of its legislative program.

Modernization enables our support systems to be more responsive to our operators, our force structure to be more responsive to mission execution, and the Coast Guard to be more responsive to our Nation.

Critical elements of the Coast Guard's strategic modernization include: (1) the creation of a Coast Guard Operations Command and Coast Guard Force Readiness Command, which streamlines the Service's field command and control structure, and enhance fleet standardization and readiness, respectively; (2) designation of a Deputy Commandant for Operations, consolidating and unifying operations policy, planning, requirements and capabilities; and (3) the designation of a Deputy Commandant for Mission Support, harmonizing personnel, acquisitions, research and development, engineering, information systems, and logistics support management across the Service. Certain statutory prescriptions pertaining to the organization of the Service preclude final alignment at the leadership level; the Coast Guard's proposal addresses these limitations.

2009 Milestones

In 2009, Modernization efforts established five Logistics and Service Centers:

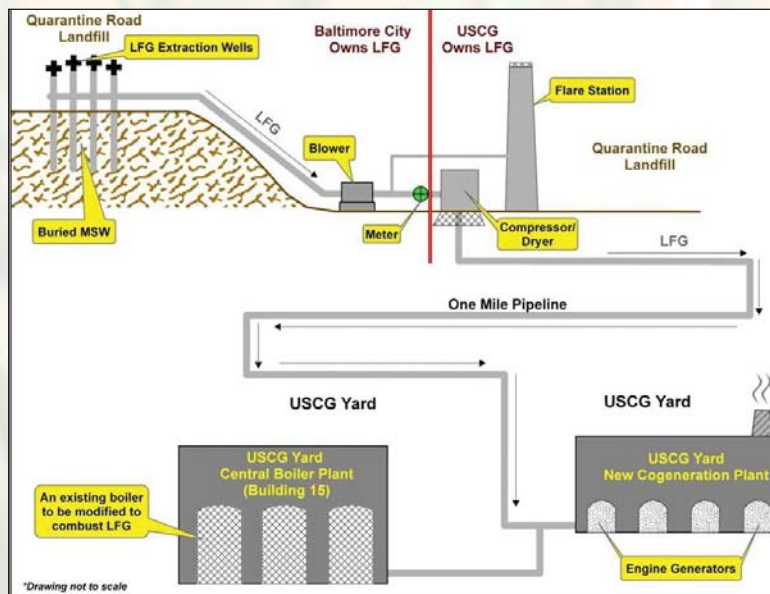
- Shore Infrastructure Logistics Center (SILC)
- Personnel Service Center (PSC)
- Legal Service Center (LSC)
- C4IT Service Center (C4ITSC)
- Surface Forces Logistics Center (SFLC)

These centers consolidated field support by providing improved 24-hour customer service, one-stop technical support, and assistance for all matters that go beyond the expertise of the field unit. Maintenance Logistics Centers and Integrated Support Commands were disestablished and incorporated into these Centers to align, standardize, and streamline mission support and business processes across the Service.

UNDERWAY AND MAKING WAY TOWARD

The Coast Guard is proud to report that, as a leader in maritime stewardship, it is underway and making way toward becoming more "green." What does this mean? As a green Coast Guard, the organization is making choices today that reduce, minimize, and may even reverse the negative impacts of its actions on the earth and its resources. The Coast Guard is in the midst of a comprehensive review of its energy management program, including shore, fuel, and resource components. Concurrently, the Coast Guard is seizing opportunities to leverage renewable energy sources, minimize environmental impacts, and reduce life-cycle costs while sustaining infrastructure and capabilities necessary to execute missions.

Coast Guard Yard Baltimore Landfill Gas



The Coast Guard's first Landfill Gas Renewable Energy Center was opened on Earth Day, April 22, 2009, at the Coast Guard Yard in Baltimore, Md. In collaboration with Ameresco Federal Service Group, and the City of Baltimore, the Coast Guard's Renewable Energy Center is burning methane from a Baltimore-owned landfill and converting the gas into steam and electricity for shipyard use. The Renewable Energy Center has the capability to provide 100 percent of the Yard's electricity requirements for approximately 15 years. For each year this center operates, the reduction in greenhouse gas emissions will be equal to removing 33,000 cars from local roads.

Training Center Petaluma Solar Energy and Conservation

"Petaluma Green" is an innovative program at Training Center Petaluma, Calif., that uses renewable energy and conserves water and natural resources. In Sept. 2009, Training Center Petaluma installed a four-acre solar array as part of a Power Purchase Agreement (PPA) with SilRay, Inc. With no up-front costs to the Coast Guard, this PPA, the first in the history of the Coast Guard, allows the contractor to build, own, and operate the solar photovoltaic system on Coast Guard property and sell the energy back to the facility at a fixed rate over the life of the 25-year contract. The panels will provide the Training Center with up to one megawatt of renewable energy.



Coast Guard photo

A GREENER COAST GUARD



The Operations Building at Base Support Unit Seattle is the first Leadership in Energy and Environmental Design (LEED) certified new construction building in the Coast Guard. Other LEED certified buildings can be found throughout the Coast Guard from Emerald Isle, N.C. to Cordova, Alaska, to Marquette, Mich., to New York, N.Y. Coast Guard photo

Base Support Unit Honolulu Conservation

Base Support Unit Honolulu has teamed with interns from the University of Hawaii to implement sustainability measures. The interns completed a solid waste management study, and developed a new recycling program wherein plastic bags were banned at the base exchange. Winners of the Commandant's Environmental Award for Sustainability, the team piloted an Energy Auditing class and completed a renewable energy optimization study through the National Renewable Energy Lab.

Coast Guard Cutter Healy

The CGC Healy completely eliminated the discharge of non-food solid waste while at sea through a recycling and waste management program that incorporates active and robust sorting, and aggressive recycling. They currently recycle corrugated cardboard, white office paper, individual drink containers (aluminum, glass, plastic), and scrap metal.

As a leader in maritime stewardship and marine environmental protection, the Coast Guard feels strongly that continued progress toward a greener Coast Guard is the right thing to do. Opportunities,

such as the great promise of waste woody biomass renewable fuel heating plants at Coast Guard facilities in Ketchikan, Sitka, and Kodiak, Alaska, continue to be pursued. Water conservation, energy conservation, and renewable energy – these are the necessary first steps for the Coast Guard to reduce its impact on the environment, reduce operating costs, and to make a difference for our planet.

Did you know?

Training Center Cape May, N.J. is planning to install two 1.6 megawatt wind turbines in late 2011 that will supply the training center with over 70% of its electricity.

Coast Guard Hero



Warrant Officer Charles D. Crabb (F&S2)

Finance and Supply Specialist (F&S) Charles D. Crabb of the U.S. Coast Guard Academy Logistics Branch is a driving force that is critical to advancing the Academy's sustainability practices and recycling efforts. F&S2 Crabb's leadership and dedication resulted in the contribution of 241,436 pounds of material for reuse and recycling, representing 24.1% of the Academy's overall recycling endeavors. He championed the Academy's Qualified Recycling Program, a trial recycling program for wood and pallets; the massive donation of Cadet personal property; and the "Cadet Swap Shop." He also made significant contributions to the Academy's Federal Electronics Challenge and the Federal Electronics Reuse and Recycling Campaign. All of these efforts saved the Coast Guard over \$9,000.



Photo by FS1 Douglas van Kampen





The CGC Venturous, with both of its onboard small boats, transports 107 bales of marijuana that it seized from a suspect vessel spotted while the cutter was en route to its homeport of Miami Oct. 3, 2009. Photo by ENG4 Karyn Terry



Photo by Ensign Jason Radcliffe



Photo by Cmdr. Andrew Dutton



Photo by PA3 Brandon Blackwell

Budget in Brief

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The FY 2011 President's Budget continues funding for recapitalization of aging assets (e.g., cutters, aircraft, boats, and C4ISR) and infrastructure. Recapitalization is vital to preserving future surface, air, and shore asset capability, and is an essential investment for the Nation. In addition to recapitalization, the FY 2011 President's Budget includes pay and standard personnel costs associated with the military workforce, training, operating funds for new assets, and unit and depot maintenance.

FISCAL YEAR 2011 INITIATIVES AND ENHANCEMENTS

Recapitalize Operating Assets and Sustain Infrastructure

Surface Assets \$856.0M, 0 FTE

The budget provides \$856.0M for surface asset recapitalization or enhancement initiatives: production of National Security Cutter (NSC) #5; continued analysis and design of the Offshore Patrol Cutter (OPC); production of Fast Response Cutters (FRC-Bs) #9 - #12; production of Cutter Small Boats – one Long Range Interceptor and one Short Range Prosecutor; and operational enhancement of three Medium Endurance Cutters at the Coast Guard Yard through the Mission Effectiveness Project.

Air Assets \$101.0M, 0 FTE

The budget provides \$101.0M for the following air asset recapitalization or enhancement initiatives: production of HC-144A Maritime Patrol Aircraft #15; HH-60 engine sustainment and avionics, wiring and sensor upgrades for eight aircraft; HC-130H avionics and sensor development and testing, and the acquisition of components for two center wing box replacements; and HC-130J fleet introduction.

Asset Recapitalization – Other \$155.5M, 0 FTE

The budget provides \$155.5M for the following equipment and services: continued development of logistics capability and facility upgrades at shore sites where new assets will be homeported; and design and development of command,

control, computer, communications, intelligence, surveillance, and reconnaissance (C4ISR) integrated hardware and software systems for surface and air assets.

Response Boat-Medium (RB-M) \$42.0M, 0 FTE

The budget provides \$42M to order 10 boats to replace the aging 41-foot utility boat and other non-standard boats with an asset more capable of meeting the Coast Guard's multi-mission requirements.

Rescue 21 \$36.0M, 0 FTE

The budget provides \$36.0M to complete deployment at Sectors Detroit, Mich.; Los Angeles/Long Beach, Calif.; Honolulu, Hawaii; San Juan, P.R.; Guam; and Buffalo, N.Y.; and continue deployment at Sectors Lake Michigan and Sault Sainte Marie, Mich.; Ohio River Valley, Ky.; Upper Mississippi River, Mo.; and Lower Mississippi River, Tenn. The Rescue 21 system is the Coast Guard's primary communications, command, and control system for all inland and coastal missions.

Shore Facilities and Aids to Navigation (ATON) Recap Projects \$69.2M, 0 FTE

The budget provides \$69.2M to recapitalize shore infrastructure for safe, functional, and modern shore facilities that effectively support Coast Guard assets and personnel. FY 2011 funding supports:

- Survey and Design – Planning and engineering of out-year shore projects.
- Minor Shore Projects – Completion of minor shore construction projects that are less complex but enable the Coast Guard to respond to critical operational and life safety issues associated with degraded shore facilities.
- ATON Infrastructure – Improvements to short-range aids and infrastructure.
- Chase Hall Barracks – Continued renovations to the Coast Guard Academy's Chase Hall by modernizing and improving habitability of the cadet barracks.
- Newport, R.I. Pier – Improving an existing pier face to provide over 800+ linear feet of moorings for Coast Guard Cutters Juniper,

Willow, and Ida Lewis, and create the necessary pierside support facilities.

- Aviation Technical Training Center – Building upon efforts funded under the American Recovery and Reinvestment Act (ARRA) to rehabilitate Thrun Hall at the Aviation Technical Training Center in Elizabeth City, NC.

Housing \$14.0M, 0 FTE

The budget provides \$14.0M for the construction, renovation, and improvement of Coast Guard military family housing. The Coast Guard currently owns 4,020 military housing units, the average age of which is over 40 years. Funding is critical to improving Coast Guard-owned housing facilities, enhancing the quality of life of the military workforce and their families, and reducing the overall shore infrastructure maintenance backlog.

Military Workforce \$86.2M, 0 FTE

The budget provides \$86.2M to maintain parity of military pay, allowances, and health care with the DoD. As a branch of the Armed Forces of the United States, the Coast Guard is subject to the provisions of the National Defense Authorization Act (NDAA), which includes pay and personnel benefits for the military workforce. The Coast Guard's multi-mission military workforce is unique within DHS. This request includes funding for Basic Allowance for Housing (BAH), childcare benefits for Coast Guard members, Permanent Change of Station (PCS) costs, and military health care costs.

Shore Facilities \$4.3M, 0 FTE

The budget provides \$4.3M for the operation and maintenance of Acquisition, Construction and Improvement (AC&I) shore facility projects scheduled for completion prior to FY 2011. Funding is required for daily operating costs for energy, utility services, grounds maintenance, routine repairs, and housekeeping. These costs also include the operation and maintenance of the ATON's day/night/sound/electronic signal, power system, and support structure.

Response Boat-Medium (RB-M) Maintenance \$2.0M, +5 FTE

The budget provides \$2.0M for FY 2011 operations and maintenance costs associated with delivery of 18 RB-Ms. This request also includes electrical support personnel and associated personal protective equipment to support the platform's increased capability.

Rescue 21 Follow-on \$7.1M, +1 FTE

The budget provides \$7.1M for follow-on funding to operate Rescue 21, the Coast Guard's primary system for performing the functional tasks of command, control, and communications in the inland and coastal zones for Coast Guard operations including search and rescue and maritime security missions. This funding will support five distinct cost categories that sustain Rescue 21: equipment operation and maintenance, circuit connectivity, property and power, training, and technology refresh.

Rescue Swimmer Training Facility (RSTF) \$1.9M, +7 FTE

The budget provides \$1.9M for the operation and maintenance of the RSTF and its Modular Egress Training Simulator (METS), or dunker, as well as recurring training costs. The RSTF will directly support Aviation Survival Technician (Rescue Swimmer) training and qualification standards, as well as egress certification and recertification for air crews and some small boat crews.

Surface and Air Asset Follow-on \$62.5M, +173 FTE

The budget provides a total of \$62.5M to fund operations and maintenance of cutters, boats, aircraft, and associated subsystems delivered through major cutter, aircraft, and associated C4ISR acquisition efforts. Funding is requested for the following assets:

- NSC – Shoreside logistics support and maintenance funding necessary for three NSCs located in Alameda, Calif.; unit operations and maintenance funding for the third NSC scheduled for delivery in FY 2011.
- Training System Personnel – Funding and training personnel for the NSC C4ISR training suite at Training Center Petaluma, Calif.

- FRC – Operating and maintenance funding for the first five FRCs scheduled for delivery in FY 2011 and homeported in Miami, Fla.; shore-side maintenance personnel needed to support FRCs being delivered in FY 2011; and, personnel to operate and maintain the seventh and eighth FRCs scheduled for delivery early in 2012.
- Transition Aviation Training Center Mobile and Air Station Miami to HC-144A Maritime Patrol Aircraft (MPA) – Funding to support a change in aircraft type, allowance, and programmed utilization rates at Aviation Training Center Mobile, Ala. and Air Station Miami, Fla.
- HC-144A MPA – Operating and maintenance funding and personnel for aircraft #12 and personnel for aircraft #13; logistics support personnel and maintenance funding for the HC-144A product line.
- Armed Helicopters for Homeland Security Follow-on – Recurring funds to maintain Airborne Use of Force (AUF) Kit “A” equipment for 22 HH-65C helicopters.
- C4ISR Follow-on – Funding to maintain new high-speed Ku-band satellite communications systems installed on major cutters prior to FY 2011.

FISCAL YEAR 2011 EFFICIENCIES, REALLOCATIONS, AND DECOMMISSIONINGS

The FY 2011 President’s Budget includes efficiencies, consolidation initiatives, decommissionings, and operational restructuring. Savings associated with targeted efficiencies and consolidation initiatives have been redirected to support operations and maintenance and recapitalization priorities.

Maritime Safety and Security Teams **-\$18.2M, -196 FTE**

In FY 2011, five Maritime Safety and Security Teams (MSSTs) will be decommissioned. The seven remaining MSSTs will deploy regionally to mitigate the highest prevailing port security risks in the Nation’s critical ports.

MSSTs will continue to escort vessels, patrol

critical infrastructure, perform counter terrorism activities, enforce laws aboard high interest vessels, and respond to unanticipated surge operations (e.g., mass migration response, hurricane response, terrorist attack, etc.) consistent with regional threats.

As part of this initiative, the Coast Guard will reinvest partial MSST savings in the Law Enforcement Detachment (LEDET) program to address increased demand for LEDET services in support of Coast Guard missions. The FY 2011 investment increases the roster of all 17 existing LEDETS from 11 to 12 members per team, and creates one new 12-person LEDET. LEDETs are high return-on-investment National assets that augment Defense operations in support of Combatant Commanders and counter drug operations in the Caribbean and Eastern Pacific.

High Endurance Cutters **-\$28.2M, -383 FTE**

In FY 2011, the Coast Guard will decommission four High Endurance Cutters (HEC). The average age of the HEC fleet is 42 years. A disproportionate share of the depot level maintenance budget is being used to sustain these aging assets. With two NSCs anticipated to be operational by 2011, the Coast Guard is positioned to begin decommissioning these legacy assets.

Medium Endurance Cutter **-\$2.8M, -43 FTE**

In FY 2011, the Coast Guard will retire the Medium Endurance Cutter Acushnet. Acushnet is well past its useful service life and has unique systems that are costly and difficult to sustain.

HU-25 Aircraft **-\$7.7M, -32 FTE**

In FY 2011, Coast Guard will decommission four HU-25 fixed winged aircraft. Three aircraft will be immediately replaced by the new HC-144A aircraft. The fourth HU-25 will be retired from service at Coast Guard Air Station (A/S) Cape Cod, Mass., reducing aircraft allowance at this station from four to three until a replacement HC-144A arrives. Three aircraft provide the minimum manning required to maintain 24x7 Search and Rescue capability.

Coast Guard Hero



Petty Officer 1st Class Jessica A. Wolchak (BM1)

Petty Officer 1st Class Jessica Wolchak, a boatswain's mate (BM) stationed at Coast Guard Station New York on Staten Island, N.Y., serves as a coxswain on a 25-foot small response boat. BM1 Wolchak was recently selected as the Coast Guard recipient for the United Service Organizations (USO) Military Leadership Award, which was given to one female from every branch of service as part of the 43rd annual Woman of the Year award ceremony held in New York City on April 7, 2009. Wolchak was selected in part for her role during the U.S. Airways Flight 1549 crash landing on the Hudson River - the multi-agency response to the crash resulted in the rescue of 155 passengers and crew onboard the downed aircraft. (Photo by PA3 Barbara Patton)

Rotary Wing Capacity -\$5.5M, -34 FTE

In FY 2011, the Coast Guard will realign rotary wing capacity to provide four medium-range HH-60 helicopters to the Great Lakes region. To facilitate this delivery of enhanced multi-mission capability, two HH-60 helicopters from Operations Bahamas Turks & Caicos and two HH-60s from Maritime Security Response Team (MSRT) in Chesapeake, Va. will be permanently relocated to Coast Guard Air Station A/S Traverse City, Mich. Upon arrival of the four HH-60s, five HH-65 helicopters presently stationed at A/S Traverse City will be removed from active service.

The HH-60 helicopter has the added capability over the HH-65 to operate in extreme cold weather conditions, including icing, which persist in the A/S Traverse City area of responsibility approximately five months per year. In addition, the HH-60 helicopter has double the flight time endurance of the HH-65 providing additional operational range for Search and Rescue (SAR) missions and security patrols in the Great Lakes region and along the northern maritime border. Enhancing the operational capability of A/S Traverse City helicopters will also enable the closure of two seasonal Coast Guard Air Facilities at Muskegon, Mich. and Waukegan, Ill. while still meeting SAR program response requirements.

FISCAL YEAR 2011 APPROPRIATION SUMMARY

Table 1 on page 42, provides a summary by appropriation of the FY 2011 President's Budget for the Coast Guard. Additional details are listed for each appropriation. Because of the Coast Guard's multi-mission character, funding

is not appropriated by its 11 statutory missions. Instead, the substantial portion of discretionary funding is appropriated for Coast Guard "Operating Expenses," which supports all Coast Guard missions. Table 2, on page 42, provides an estimation of the FY 2008 - FY 2010 budgets by mission.

FISCAL YEAR 2011 APPROPRIATION DETAILS

Operating Expenses (OE)

Actual, FY 2009.....	\$6,428,718
Appropriation, FY 2010	\$6,563,888*
Budget estimate, FY 2011	\$6,650,950
Change from FY 2010.....	\$87,062

**For comparative purposes, excludes \$241.5M for Overseas Contingency Operations and \$54.0M transferred from the National Science Foundation for Polar Operations. these programs are funded through reimbursements in other years.*

Appropriation Description

The Operating Expenses (OE) appropriation provides funding for the operation and maintenance of multi-purpose vessels, aircraft, and shore units strategically located along the coasts and inland waterways of the United States and in selected areas overseas. This is the primary

Table 1: Appropriation Summary

Appropriations (\$000)	FY 2009 Actual Obligations	FY 2010 Enacted	FY 2011 President's Budget
Operating Expenses (OE)	\$6,428,718	\$6,563,888	\$6,650,950
Environmental Compliance and Restoration (EC&R)	\$11,317	\$13,198	\$13,329
Reserve Training (RT)	\$130,102	\$133,632	\$135,675
Acquisition, Construction, and Improvements (AC&I)	\$1,242,280	\$1,536,280	\$1,381,228
Alteration of Bridges	\$155,997	\$4,000	\$0
Research, Development, Test, and Evaluation (RDT&E)	\$19,592	\$24,745	\$20,034
Health Care Fund Contribution (HFC)	\$257,305	\$266,006	\$265,321
Sub-total (Discretionary Funding)	\$8,245,311	\$8,541,749	\$8,466,537
Retired Pay	\$1,281,414	\$1,361,245	\$1,400,700
Boating Safety	\$145,587	\$128,889	\$119,000
Oil Spill Liability Trust Fund (OSLTF)	\$139,464	\$91,000	\$92,000
Gift Fund	\$1,949	\$80	\$80
Sub-total (Mandatory Funding)	\$1,568,414	\$1,581,214	\$1,611,780
DoD Transfer, P.L. 110-252	[\$112000]	---	---
DoD 2nd Transfer, P.L. 110-252	[\$139503]	---	---
Overseas Contingency Operations Funding (OCO) (P.L. 111-83)	---	\$241,503	---
Transfer from National Science Foundation (NSF) (P.L. 111-117)	---	\$54,000	---
Proposed DoD Transfer	---	---	[\$254,461]
Sub-total (Transfers and Supplementals)	[\$251,503]	\$295,503	[\$254,461]
TOTAL APPROPRIATIONS	\$9,813,725	\$10,418,466	\$10,078,317

Table 2: FY 2011 Budget Authority Breakout by Mission¹

Coast Guard Mission (\$000)	FY 2009 Revised Enacted	FY 2010 Enacted	FY 2011 Pres. Budget	FY 2011 +/- FY 2010
Search and Rescue	\$1,005,074.00	\$985,991.00	\$936,370.00	-\$49,621.00
Marine Safety	\$644,271.00	\$649,711.00	\$650,054.00	\$343.00
Aids to Navigation	\$1,199,783.00	\$1,215,310.00	\$1,219,873.00	\$4,563.00
Ice Operations	\$157,411.00	\$167,397.00	\$141,297.00	-\$26,100.00
Marine Environmental Protection	\$174,410.00	\$202,241.00	\$198,711.00	-\$3,530.00
Living Marine Resources	\$816,252.00	\$893,391.00	\$915,947.00	\$22,556.00
Drug Interdiction	\$1,109,732.00	\$1,193,726.00	\$1,239,658.00	\$45,932.00
Migrant Interdiction	\$658,859.00	\$742,322.00	\$747,425.00	\$5,103.00
Other Law Enforcement	\$130,524.00	\$148,840.00	\$158,581.00	\$9,741.00
Ports, Waterways, and Coastal Security	\$1,640,804.00	\$1,802,134.00	\$1,700,995.00	-\$101,139.00
Defense Readiness	\$567,587.00	\$540,686.00	\$557,626.00	\$16,940.00
Net Discretionary: Excluding Supplemental	\$8,104,707.00	\$8,541,749.00	\$8,466,537.00	-\$75,212.00

¹The Coast Guard budgets by Congressionally established Appropriations (see Table 1) rather than Mission Programs. In order to display budget allocated by Mission program, we use an activity-based cost model that averages past expenditures to forecast future spending. The FY 2009 and FY 2010 funding amounts are revised from the estimates previously reported. Actual FY 2010 and FY 2011 expenditures may vary.

appropriation financing operational activities of the Coast Guard.

Environmental Compliance and Restoration (EC&R)

Actual, FY 2009.....	\$11,317
Appropriation, FY 2010	\$13,198
Budget estimate, FY 2011	\$13,329
Change from FY 2010.....	\$131

Appropriation Description

The Environmental Compliance and Restoration appropriation assists in bringing Coast Guard facilities into compliance with applicable federal and state environmental regulations; conducting facilities response plans; developing pollution and hazardous waste minimization strategies; and conducting environmental assessments. These funds permit the continuation of a service-wide program to correct environmental problems, such as major improvements to storage tanks containing petroleum and regulated substances. The program addresses Coast Guard facilities and third-party sites where Coast Guard activities have contributed to environmental concerns.

Reserve Training

Actual, FY 2009.....	\$130,102
Appropriation, FY 2010	\$133,632
Budget estimate, FY 2011	\$135,675
Change from FY 2010.....	\$2,043

Appropriation Description

The Reserve Training appropriation provides for the training of qualified individuals who are available for active duty in time of war or national emergency, or to augment regular Coast Guard forces in the performance of peacetime missions. Program activities fall into the following categories:

Pay, Benefits, and Allowances – Funds the costs associated with salaries, benefits, and other compensation for full-time staff that support members of the Selected Reserve.

Operations, Maintenance, and Administration – Funds the costs related to training Reservists, administering the Reserve program, and the portion of organizational costs shared by the Reserve Training appropriation for the day-to-

day operation and maintenance of the Coast Guard Reserve program.

Acquisition, Construction, and Improvements (AC&I)

Actual, FY 2009.....	\$1,242,280
Appropriation, FY 2010	\$1,536,280
Budget estimate, FY 2011	\$1,381,228
Change from FY 2010.....	(\$155,052)

Appropriation Description

The Acquisition, Construction, and Improvements appropriation finances the acquisition of new capital assets, construction of new facilities, and physical improvements to existing facilities and assets. The appropriation covers Coast Guard-owned and operated vessels, aircraft, shore facilities, and other equipment such as computer systems and personnel needed to manage acquisition activities.

Alteration of Bridges

Actual, FY 2009.....	\$155,997
Appropriation, FY 2010	\$4,000
Budget estimate, FY 2011	\$0
Change from FY 2010.....	(\$4,000)

Appropriation Description

The alteration of unreasonably obstructive bridges improves navigational safety and freedom of mobility to facilitate commerce, emergency response, and U.S. Government operations, by providing sufficient clearances for the type of vessels that transit through the bridge.

Research, Development, Test, and Evaluation (RDT&E)

Actual, FY 2009.....	\$19,592
Appropriation, FY 2010	\$24,745
Budget estimate, FY 2011	\$20,034
Change from FY 2010.....	\$4,711

Appropriation Description

Research, Development, Test, and Evaluation funding allows the Coast Guard to sustain and enhance mission performance through applied research and development conducted at the Coast Guard's Research and Development Center in New London, Conn., as well as through partnerships with DHS and DoD.

Health Care Fund Contribution (HFC)

Actual, FY 2009.....	\$257,305
Appropriation, FY 2010	\$266,006
Budget estimate, FY 2011	\$265,321
Change from FY 2010.....	\$685

Appropriation Description

The Medicare-Eligible Retiree Health Care Fund Contribution provides funding to maintain the cost of accruing the military Medicare-eligible health benefit contributions to the DoD Medicare-Eligible Retiree Health Care Fund. Contributions are for future Medicare-eligible retirees currently serving on active duty in the Coast Guard, retiree dependents, and their potential survivors. The authority for the Coast Guard to make this payment on an annual basis was provided in the 2005 Defense Appropriations Act (P.L. 108-375). While this expenditure requires no annual action by Congress, it is considered discretionary spending.

Retired Pay

Actual, FY 2009.....	\$1,281,414
Appropriation, FY 2010	\$1,361,245
Budget estimate, FY 2011	\$1,400,700
Change from FY 2010	\$39,455

Appropriation Description

The Retired Pay appropriation provides payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans, as well as other retired personnel entitlements identified under the National Defense Authorization Act. It also provides payments for medical care of retired personnel and their dependents.

Boating Safety

Actual, FY 2009.....	\$145,587
Appropriation, FY 2010	\$128,889
Budget estimate, FY 2011	\$119,000
Change from FY 2010.....	(\$9,889)

Appropriation Description

The Boating Safety appropriation funds the Coast Guard's Boating Safety program. This program minimizes loss of life, personal injury, property damage, and environmental impact associated

with the use of recreational boats. In its role as the designated National Recreational Boating Safety Program Coordinator, the Coast Guard manages dedicated user fee funding to support the National Recreational Boating Safety Program provided from the Sport Fish Restoration and Boating Trust Fund. Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year, and a portion of the funds drawn out of the Boating Safety Account of the trust fund.

Oil Spill Liability Trust Fund (OSLTF)

Actual, FY 2009.....	\$139,464
Appropriation, FY 2010	\$91,000
Budget estimate, FY 2011	\$92,000
Change from FY 2010.....	\$1,000

Appropriation Description

The Oil Spill Liability Trust Fund provides a source of funds for removal costs and damages resulting from oil spills, or the substantial threat of a spill, into navigable waters of the U.S. In accordance with the provisions of the Oil Pollution Act of 1990 (OPA 90), the President may make available up to \$50 million annually from the fund for oil spill removal activities. The fund supports the Coast Guard's stewardship role by providing payment for all valid claims for removal costs and damages including claims for natural resource damages resulting from oil spills.



Photo courtesy of Northrop Grumman



Photo by PA2 Luke Pinneo



The bow of CGC Polar Sea moving through pancake ice at dawn in the Arctic Ocean Sept. 30, 2009. Photo by PA3 Pamela Manns

Semper Paratus





Photo by David Silva



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